

**BOARD and Residence.**—  
- street, 1500 Reid's Bldg.  
**CIRCULAR QUAY.**—T  
workshops, stabling, &c.  
Stores.  
**FIRST-RATE BUSINESS**  
ated at the corner of M  
arket and Su  
**PREMISES**  
arket and Su

HOUSE and SHOP to LET  
Hunter-street. Apply 14

MONTAGUE HOUSE, 2, 1  
Mrs. Strutt's). Select box

PUBLIC-HOUSE to LET,  
a party of small means, being  
city, and requiring only £50 a  
WATSON and COMBES, Royal H

carrying on the premises  
T. in George  
5, George-street  
Church-hill,  
and residing  
first-rate eat  
in a centr  
or lease,  
Hotel Cellars

**STONE STORE TO LET.**—An extensive and yard, in the best part of F Mr. MOFFITT, near King-street. **Stone,** with Pitt-street.

**STONE STORE TO LET.** Circu- lar Quay, and CO lent situation. Apply to JOY and CO Behind the Custom House.

**STORAGE** for all kinds of Free Goods, in **BEAUCHAMP, 42, King-street.**

**STONE and Dwelling-house to Let** to- gether, or separately.—To let, those extensive St ores in K

**TWO UNFURNISHED ROOMS**, pleasant  
58, Bourke-street, Surry Hills; no children  
lodgers.

**TO LET**, in Castlereagh-street, a neat Stone  
good repair, containing 6 rooms. yards,  
laid on, and every other convenience. Rent, 45s.  
Apply on the premises, No. 93, Castlereagh-street.

**TO LET** (over the Dam), at Cook's River  
Acres of Land, one of which is cleared for  
There is a neat two-roomed cottage with a kitchen  
upon it, and plenty of wood and water. To a  
gentleman who desires to see the place, apply to  
Messrs. Street, Sep.

**TO LET**, at Cook's River, a Cottage of six rooms, four acres of good land, and plenty of excellent water. The cottage has just undergone a thorough repair, and is in a most comfortable and airy condition. The land well fenced in. Rent moderate. J. F. FLEMING, Saddler, 344, George-street South.

**TO LET**, a comfortably-furnished Sitting and  
with use of kitchen. Apply at Mrs.  
**COWPER'S**, 92, Prince street.

**TO LET**, a House in Bourke-street, Wool  
Apply Hargreaves' Hotel.

**TO LET**, two six-roomed Houses, with kitch  
laid on. Apply to Mr. **JOHNSON**, 57, Pi

**T**O LET, a commodious family residence, Central street North, containing 10 rooms, comfortable, with water laid on. Apply to Mr. Stationer, George-street.

**T**O LET, the Rooms, 15, Elizabeth-street adjacent to the Supreme Court, late in the use of Messrs. STENHOUSE and HADDY, Solicitors. Apply to Mr. HADDY, Solicitor, 15, Elizabeth-street. No. 15, Elizabeth-street, is a comfortable and well-furnished residence, suitable for a family or for a single person. Apply to Mr. HADDY, Solicitor, 15, Elizabeth-street.

**TO LET**, from the 1st October, No. 2, Richmond Domain, now in the occupation of the military, who will receive applications. The house can be viewed daily between the hours of 3 and 6 o'clock.  
**LYONS.**

**TO LET**, the second floor of 152, George-street, opposite Bridge-street, consisting of eight

mirably adapted for offices, private dwelling both. If taken for a period they would be sub-  
closed, so as to be entirely unconnected with any  
of the building. Parties are invited to inspect  
spacious and airy apartments, commanding a fine  
harbour, water laid on, rent £4 per week. A  
party in charge at the back of the premises.

**TO LET,** that double verandah House. No.

**T**O LET, a Furnished Cottage, containing  
and kitchen, situated in Victoria-street, Wil-  
loo. Apply to Mr. MAHER, Willow Tree, Epsom.

**T**O LET, a four-roomed House, with kitchen  
over, pleasantly situated, two minutes  
south of Lyons-terrace. Rent, 30s. per week.

**TO LET**, good Office Rooms, at 212, George-street, Apply to J. TAIT and CO., 212, George-street.

**TO LET**, a New House in Liverpool-street, Waterloo, between Crown and Palmer street, four large rooms, kitchen; and cellars; balcony and back, with a good well of water. Apply premises.

**TO LET**, that elegant Gothic style

**TO LET**, a neat elegant Goring Residence, terrace, Stanley-street, containing nine rooms, yard, stabling, &c., in good repair, and with possession. For a family of respectability this will be found very desirable. **WICKHAM** and **Jannison-street.**

**TO LET**, with immediate possession, the House in the offices of the undersigned, containing a large hall and kitchen, with water main on, adapted either for a dwelling or a suite of offices for a public or mercantile purpose. **BUYERS and LEARMONTH, 4, Abchurch Lane, London, E.C. 4.**

**TO LET**, the Royal Polytechnic, for one evening in the week. Apply on premises.

**TO LET**, Kissing Point Road, a newly-erected, containing six rooms and a kitchen. 1/2 acres of land subdivided, one acre of orchard, half mile from the steamer. Apply to Mr. B. Hermitage, Ryde; or to Messrs. BURGIS and GEORGE, Street, Sydney.

**TO LET,** No. 5, Belgrave terrace, Darlington, the Gaol; six large rooms, kitchen. Key m

**TO LET,** a beautifully-situated Cottage at in first-rate order, containing six rooms, kitchen, servant's room, coach-house and stabling for two also wash-house. The above can be seen at any further particulars, apply at the office of M. L.

**TO LET,** Two Houses in Gloucester-street, in the City of London, having been newly papered, &c. each containing four or five rooms and kitchen. Water laid on. (To permanent tenants the rent moderate. Apply to Mr. W. CRANE, 1, Bath-street.

**TO LET,** 3-roomed Cottages, 12s. per week; ditto, 15s. and 18s. J. PURSER, 5, Bay-street.

**TO LET,** a Public-house, doing a good business of the best situations in Sydney. Rent low to S. BUTTS, wine and spirit stores, 387, George-street opposite the Cathedral.

**TO LET,** the Verandah Cottage, No. 17, Botany Bay Road.

**TO LET**, in Prince Road, Durlingham, a 1<sup>st</sup> residence of S. A. Donaldson, Esq., a 1<sup>st</sup> containing five rooms, detached kitchen, servant's room, garden, and water. Apply on the premises.

**TO LET,** a Cottage in Victoria-street, Woolwich. Apply to T. GREEN, Duke-street.

**TO MEDICAL MEN** and Others.—To the most compact nine-roomed House, in an

TO SAILMAKERS, Mastmakers, Coopers, &c. requiring large roomy premises.—To LET, floors, those large and convenient stores in Lower street, well suited for any of the above trades, &c. would be let on exceedingly favourable terms. Apply to H. M. BELL, 4, Jamieson-street.

**THE RANGERS' ESTATE, North Shore.**—**THE** residence of Oswald B. Oxome, Esq.—TO BE a term of years to be agreed upon, the above splendid Family Mansion, house, and grounds, buildings, vineyard, orchard, &c. the whole of

The object of the proprietor (who is about 20 years of age, and is a native of Europe), being rather to secure a good and eligible tenant, than to realize the most, at a moderate rental, in preference to letting the property at a high price, and at a low value at its estimated value; a most desirable object, and one which is thus afforded to a family of respectability and position, and who are one of the most delightful and gentlemanly residents of the colony. The furniture, which has been

For further particulars, apply to Mr. SALAMON, Wynyard-street.







## PARLIAMENT OF NEW SOUTH WALES.

## LEGISLATIVE ASSEMBLY.

WEDNESDAY, SEPTEMBER 17.

The Speaker took the chair at half-past three o'clock.

## LIVERPOOL RAILWAY.

Mr. WREKES, seeing the Colonial Secretary in his place, begged to ask him "Whether the scale of fares and freights recently adopted on the Liverpool to Newcastle line was made with the knowledge, or meets the sanction, of the Government?"

Mr. COWPER replied that the scale of fares and freights on the Liverpool line had not received the sanction of the Government, inasmuch as the matter was one over which the Railway Commissioners had sole control.

## QUESTION OF ORDER.

Mr. DONALDSON said that, before proceeding with the regular business, the meeting of the day, he desired to correct a statement which had gone forth in one of the newspapers of that day. He did not consider it a breach of privilege, but he thought the imputation conveyed was such as naturally to affect his character, if allowed to pass uncontradicted. On the previous day he stated that he had been informed, upon credible authority, that the Government had made some offer of the management of the Liverpool and Newcastle line to a gentleman known in the colony, and in making this statement, he had every reason to believe that it was correct. He was met by the honorable gentleman at the head of the Government with a direct contradiction, the words reported being "It is not true." Mr. DONALDSON said that he had no intention of seeing a letter which fully bore him out in the statement made on the previous day, and as he was determined if possible not to rest under any imputation affecting his character, he desired to know why it was that the hon. gentleman at the head of the Government had thought proper to accuse him of uttering an untruth?

Mr. COWPER replied that he would be found extremely inconvenient to the members to account for statements conveyed in newspapers, reports, more particularly as he had no means of testing their accuracy.

Mr. GEORGE MACLEAY remembered distinctly hearing the honorable Colonial Secretary tell the honorable member for the Sydney Hamlets on the previous day that his assertion as to the matter referred to was false.

Mr. MURRAY understood the contradiction of his hon. friend at the head of the Government to have been merely to the present Administration, from which no such offer of management had been made. He said that, in the course of his late visit to Goulburn, he happened to have a conversation with a gentleman whose attainments and position in the country merited consideration on the part of the Government. It appeared that this gentleman had been led to believe that, in the event of such an offer as the one contemplated being made, he would receive an appointment, and he was not prepared to return, that he should be welcome to that or any other office within his gift. After some consideration, Mr. Moore, the gentleman alluded to, expressed himself ready to accept of the offer, and he was accordingly appointed to the office of Secretary of the Liverpool and Newcastle line.

At the same time Mr. MURRAY took care to point out the difficulties which stood in the way, reminding him that it was quite possible the offer might be withdrawn, and that he had to hand the salaries of all such officers would depend on the vote of the Legislature. Since then the matter had undergone a thorough re-consideration, and although no definite offer had been made, he was prepared to repeat that, if opportunity permitted him, he would be glad to confer upon Mr. Moore the highest office within his power, as he believed that gentleman to be well deserving of any such distinction on the part of the Government.

Mr. G. MACLEAY had no objection to the gentleman whose name had been mentioned, and who was, no doubt, highly qualified to fill the office alluded to. What he did object to was, the subject of the offer, in characterising as utterly false the deliberate statement of the hon. member for the Sydney Hamlets. (Cheers.)

Mr. MURRAY explained that the offer of the office in question was made by the late Government.

Mr. HAY thought it would have been much more becoming if the hon. member for the Sydney Hamlets had allowed the hon. Colonial Secretary to explain the error into which he had been so unguardedly led.

Mr. FORSTER rose to order, and appealed to the Speaker as to whether it was proper that the hon. member should be taken up by these "eternal explanations."

The SPEAKER ruled that explanations were perfectly allowable in matters affecting the character of hon. members.

Mr. WREKES, however, thought it was only right that these explanations should be confined to the parties personally concerned, otherwise there would be no end to discussion.

Mr. MURRAY would simply remark that he had never heard the word "falsehood" used on the occasion alluded to, and that he was not prepared to say that he could not charge his memory with having uttered such a word, it did appear to him that the remarks of the hon. gentleman opposite were extremely unbecoming, and that he would be glad to see the hon. member for the Sydney Hamlets make a better use of his tongue.

Mr. MACARTHUR was proceeding to make some remarks, when

Mr. PLUNKETT called on the Speaker to give his decision on the question of order raised, pointing out that if one member after another was allowed to speak in cases of this kind, it would be impossible to say what might be the result.

The SPEAKER ruled that the explanation had already gone far enough, and that it would be advisable to confine it to the members personally concerned.

Mr. DONALDSON instanced a case that occurred recently in England wherein a matter arose affecting the character of an hon. member, and a discussion followed which lasted for three hours. It appeared to him that the character of members was a matter concerning the country as well as themselves personally, and that members should be allowed to explain themselves on such a subject.

Mr. ARNOLD had to contend over the fact that Customs duties collected at Morpeth and Newcastle, he found one which was evidently false, inasmuch as the amount collected was not shown in the return. He was so high in regard to Newcastle. The hon. gentleman here quoted some figures showing the amount collected at Morpeth during the period alluded to, and he stated that he had obtained from the hon. gentleman a statement that as this had not been shown in the return in question, there must have been a wilful attempt to conceal the part of the officers concerned to mystify the public mind.

Mr. COWPER said that the hon. gentleman had been told that the laying of a false return on the table was regarded in the light of a breach of privilege, and that the custom was to send the return to the Speaker, who would then refer it to the Committee on Privileges, which would then inquire into the matter.

Mr. COWPER said that this matter involved an imputation on an officer of the Government, and, perhaps, he expected that he should say a word or two to be spoken after the hon. member had made his statement.

Mr. COWPER said that he had no objection to a reference being made to the hon. gentleman, but he was not prepared to believe, however, that the return would be found to be correct, and that the collector at Morpeth, in consequence of which those duties were not shown, was a collector at Morpeth, and that the collector at Newcastle, in consequence of which those duties were not shown, was a collector at Newcastle.

Mr. DONALDSON thought the terms "false," "misleading," and "unbecoming" were all too harsh to be applied in a simple matter of this kind, especially in the absence of the respected and gallant officer whose department was assailed.

The motion then dropped.

## RAILWAY WORKS.

Mr. PARKER here enquired whether it was the intention of the Government to proceed with the first motion on the paper, having reference to the raising of £200,000 by debentures for the purpose of completing the railway works; or whether they would allow the debate in reference to the Ministry to take precedence. He remarked that the first question would necessarily occupy much time.

Mr. COWPER was inclined to think differently, remarking that the motion was likely to meet with general approbation, as it had already received the sanction of both the past and present Ministry.

Mr. DONALDSON observed that there was one reason why the motion should not be proceeded with, and that was the fact that they knew nothing of the present Ministry's land policy, whilst they all knew that it was the land of the colony which formed the chief source in raising debentures, and the chief source of their credit with capitalists.

Mr. COWPER pointed out that the case was one of great urgency, as a large portion of the money now employed in the execution of the railway works was borrowed from the banks on sufferance. He concluded by moving that the Government's message be read, which was carried without further opposition.

The House, on the motion of Mr. COWPER, resolved itself into a committee on the whole of the consideration of the following resolution:—Upon consideration of the Message of His Excellency the Governor-General, No. 1, of the 16th instant, resolved, That the debate in reference to the Ministry to take precedence of the debate in reference to the railway works already introduced.

Mr. COWPER then said:—In making the House to assent to this resolution, he felt called upon to make some statement. By the 18 Vic. No. 40, a sum of £200,000 was authorized to be raised by debentures, and the following year a sum of £400,000 was placed upon the estimates to enable the Government to carry out the works.

On the 24th ult. last, an estimate of £200,000 was voted to enable the Government to carry on the works longer. The House was next asked for £200,000, but determined that the Government should not have the sum of £200,000, and voted a sum of £100,000, and there had subsequently been a further advance of £457,512. Owing to the state in which the Government of the country had been, this question had been deferred from time to time.

Mr. COWPER then said that the Government was to the state of their funds. In July a further application was made, and a report sent in August, 1885, in which the estimate was made to be £200,000. The matter was then taken into consideration, and a minute passed with reference to it, in which it was determined that the consideration of the supplementary estimates should be postponed for some few weeks, and as the Commissioners were now forwarding this matter by a special resolution.

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Mr. FORSTER wished to know whether this was to be looked on as a supplementary estimate for money already expended.

Mr. COWPER explained that it was not, and observed that it was proposed to introduce a Bill which had been proposed by the late Auditor-General to give the Government more entire control over the railway funds.

Mr. T. G. RUSDEN alleged that, with reference to this matter, misstatements had been made, which he felt it his duty to correct. It had been said £200,000 had been voted with the entire concurrence of the House. This was not the case, as he and several others voted against it. He also thought unmerited praise had been awarded to the Governor-General.

Mr. W. MACLEAY thought that railways were indispensable, and that no Ministry would stand which did not propose to carry them on vigorously. He was, however, in favour of the cheap mode of construction.

Mr. DONALDSON protested against sarcastic attacks made by side winds upon the late Ministry; and with reference to the statement that when the Commissioners applied for 3000 tons of rails the late Government only allowed 1500 tons, which step had been characterised as unwarrantable, he said that that course was pursued, because the Commissioners wished for 50 or 75 lbs. rails; while the Executive thought 60 lbs. rails, which were less expensive, were more advantageous. He did not believe there was any authority existing to justify them in this expenditure.

Mr. SUTTOR alleged that cheap single lines should be laid down, similar to those existing in America, as the circumstances of the colony would admit.

Mr. MACARTHUR thought that a great deal of the misunderstanding in reference to the amount required for the railway works was due to the fact that the estimate had been drawn up by the late Commissioners, as he had been informed at the time that these estimates were drawn up, there had been no general survey made, and these would make a great difference in the amount required. No sidings had been included in the original estimate; neither had the cost of buildings been included. As to the cost of buildings, these were not included, as it was not believed that the work should be so constructed as far as Campbelltown, in such a way as to render it easy to construct double lines when required.

Mr. BARKER explained that on the three lines in the course of construction, or that had been constructed, that was, the lines from Sydney to Parramatta, from Parramatta to Liverpool, and from Liverpool to Newcastle, the cost was as follows: the line from Sydney to Parramatta £69,000; to Liverpool £24,000; and the Hunter River only £20,000. It was determined that the line from Sydney to Parramatta, and the Hunter River only, should be completed for a single line only, should be so constructed as to render it easy at a future time, whenever the business of the country might require it, to lay down double lines upon it. This plan, it was considered, would be saving to the Government £100,000.

Mr. FLOOD asked the hon. member the Railway Commissioner (Mr. Barker) what was the entire amount expended on the Sydney and Parramatta line.

Mr. BARKER was not then prepared to give the information asked.

Mr. COWPER said he had been charged with keeping back from the House proper information on the subject under discussion. It seemed to have been forgotten that almost the whole of the money for the railways had been supplied to the House, contained in documents laid on the table of the committee.

Under the present circumstances of the money he thought he was justified in bringing the subject before the committee in the manner he had. He would, however, refresh the minds of honorable members by reading the documents laid on the table of the committee. [The honorable member laid upon the table of the committee a document containing the following particulars:—The estimate for the year 1885-86, making the total required, £238,431, deducted from which the balance of vote for 1885 and 1886, £71,409, left £167,021, to which must be added £200,000 for the year 1886-87, for which an estimate could be made, making the sum required to open the line, in the course of construction, £187,031. This amount was required for the various works to be done, and a report sent in August, 1885, in which the estimate was made to be £200,000. The matter was then taken into consideration, and a minute passed with reference to it, in which it was determined that the consideration of the supplementary estimates should be postponed for some few weeks, and as the Commissioners were now forwarding this matter by a special resolution.

He therefore moved the resolution which appears above.

Mr. HOLT wished to know whether the expensive system of constructing railways which had hitherto been adopted would be pursued.

Mr. COWPER said, several interesting minutes of the debate had been given in reference to this matter, but the Government had not come to a determination with reference to it; but he thought that steps would be taken to carry out the cheapest mode of construction, which the railways of the country might be proceeded with in a few years.

Mr. HOLT said that the hon. member for the Sydney Hamlets had been charged with keeping back from the House proper information on the subject under discussion. It seemed to have been forgotten that almost the whole of the money for the railways had been supplied to the House, contained in documents laid on the table of the committee.

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The prisoner went to the crime of murder committed on the high seas. John King, a dyer, stated that he was a passenger on board the ship, the *Albatross*, from New York to Melbourne, where he now resides. The prisoner was on board the ship on the 10th day during the passage. On the 10th June last, prisoner, as it James Priestly, a sailor boy, aloft to slash down the masts. The boy went up and sat down on the topmast yard but one. The prisoner then went up to go up and get the work done. The boy said he did not know the prisoner, but he saw him go up and saw him beat him. Prisoner then went up on the topmast yard and beat him, and commenced beating him with the rope, until the boy got up the mast as far as he could out of the way. Prisoner did not go up, but as the boy went up he struck the boy with the rope, until he was nearly dead. The witness had seen the prisoner the morning, the evening and the night.

That contradiction of that turns out to be true. We totally deny the distinction drawn between a Minister and the Ministry. It is true that on moral questions they are distinct, but so long as they act in one cabinet, they have no justification for treating the departments as independent of each other. The act of one is the act of all. The discussion drew in several members, not implicated as witnesses or critics. This led to a discussion of the House.

conductors of a free Press—no longer free—in any dungeon which might be selected by a vindictive majority.

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MR. MARTIN furnished, last night, a striking illustration of the spirit in which Ministers regard their retention of office. He compared a Ministry to a besieged garrison, who were to be

right for which he (Mr. R.) had granted the  
The meeting highly complimented Mr.  
Robinson for his liberal and spirited  
offer, and expressed regret that they had not known of  
it sooner. Thereafter it was arranged that Mr.  
Phenna and other two gentlemen should wait on the  
Commissioners and ascertain what conclusion they  
had come to, and report to another meeting, to be held  
in a week.

We are indebted to Messrs. Cohen and Harbottle, to direct,  
particular attention to their extensive sale of oilman's stores,  
groceries, furniture, etc., at the residence of Mr. Cohen, at  
No. 100 West 12th St., on Monday, the 10th inst., at 10 o'clock.

international treaty between England and America, a treaty between England and the other principal maritime countries of the world, for the mutual protection of mercantile marine and the maintenance of discipline on board of ships in the respective ports of each country. The shipowners of the Tyne do not care much about the matter.—*Times*, 6th June.



[illegible]







*[Faint handwritten notes]*

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